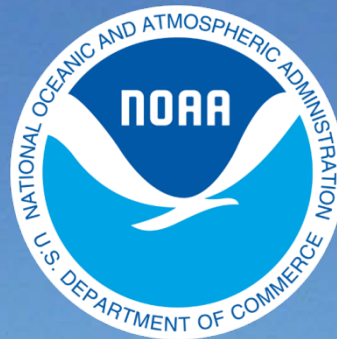


# BookletChart™

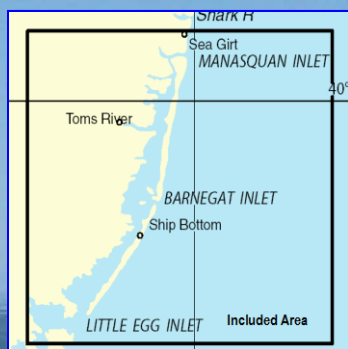
## Sea Girt to Little Egg Inlet

NOAA Chart 12323

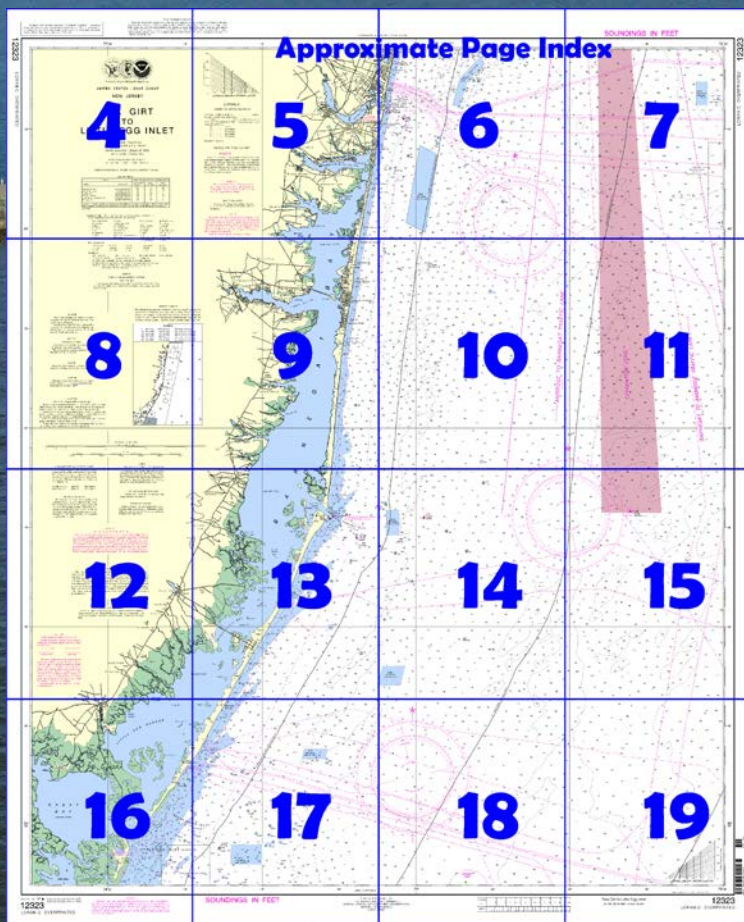


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



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**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12323>



### (Selected Excerpts from Coast Pilot)

The coast of New Jersey extends in a general southerly direction for 44 miles from Sandy Hook to Barnegat Inlet, then southwesterly for 66 miles to Cape May Point. From Sandy Hook to Atlantic City the 60-foot curve is 5 to 10 miles from shore; off Delaware Bay the distance has increased to 17 miles.

Deep-draft vessels should stand off the coast in depths of 60 feet or more between New York Bay and Delaware Bay. Light-draft

vessels can follow the shore more closely if they pay strict attention to the charts for fishweir areas, shoals, wrecks, and other obstructions. Small craft should wait for favorable weather before attempting an outside run along this coast.

The principal shallow-draft entrances are Shark River Inlet, Manasquan Inlet, Barnegat Inlet, Absecon Inlet, and Cape May Inlet. There are several others that are unimproved. The inlets are, or may be, obstructed by shifting bars, and most require local knowledge to carry the best water. The best time to enter is on a rising tide with a smooth sea; passage is hazardous during easterly gales and heavy seas. In most cases the aids marking the various inlets are not charted due to the changing conditions.

The greater part of the New Jersey coast is summer-resort area, and the numerous standpipes and elevated tanks are prominent from seaward.

The New Jersey Intracoastal Waterway, an inside passage from Manasquan Inlet to Delaware Bay, is described in chapter 5.

**North Atlantic Right Whales.**—Endangered North Atlantic right whales may occur within 30 nautical miles of the New Jersey coast (peak season: November through April, although right whales have been sighted in the area year round). (See **North Atlantic Right Whales**, indexed as such in Chapter 3, for more information on right whales and recommended measures to avoid collisions.)

All vessels 65 feet or greater in length overall (L.O.A.) and subject to the jurisdiction of the United States are restricted to speeds of 10 knots or less in a Seasonal Management Area existing around the Ports of New York/New Jersey between November 1 and April 30. The area is defined as the waters within a 20-nm radius of 40°29'42.2"N., 73°55'57.6"W. Strong winds are most often a problem from November through March. Gales (winds of 34 knots or more) are encountered 3 to 5 percent of the time in these waters; they blow most frequently out of the northwest although northerlies and northeasterlies can also create problems. They are slightly more frequent in the stretch of ocean between Atlantic City and Cape May. In open waters, on the average, extreme winds can be expected to reach 70 to 75 knots compared to 60 to 70 knots in the inland waterway. Summer gales are rare but may be encountered in a thunderstorm or infrequent tropical cyclone. Along the coast strong winds (28 to 40 knots) blow 10 percent of the time in winter compared to less than 1 percent in summer.

Seas are roughest from September to March. In January waves of 8 feet (2.4 m) or more are encountered about 15 to 25 percent of the time in deep waters. Rough seas are most likely with west and northwest winds of 20 knots or more and have reached 40 feet (12.2 m). While fog, haze, precipitation and smoke can hamper visibility, it is most restricted by advection fog. This occurs most often in late spring and early summer when warm south to southwest winds blow across the cold Labrador Current. May is usually the worst month, when visibilities less than 0.5 mile (0.8 km) are encountered 4 to 9 percent of the time and less than 2 miles (3.2 km) 5 to 15 percent of the time; highest frequencies occur nearest the New York Bight. Along the coast, visibilities less than 0.25 mile (0.4 km) occur on 3 to 6 days per month from October through March. This is a combination of radiation fog, precipitation and smoke.

**Pilotage, New Jersey Coast.**—Pilotage is compulsory for foreign vessels and U.S. vessels under register. Pilotage is available from the Sandy Hook Pilot Association, 201 Edgewater Street, Staten Island, NY 10305, telephone 718-448-3900, FAX 718-447-1582, email: [pilotoffice@sandyhookpilots.com](mailto:pilotoffice@sandyhookpilots.com). Arrangement for pilotage may be made through ship's agents or directly. A 24-hour advance notice is required.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Norfolk

Commander  
5th CG District  
Norfolk, VA

(575) 398-6231

## Table of Selected Chart Notes

### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

### CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

### NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

### AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

### NOTE B

#### Entrances to Inlets

The channels at the entrance to the Inlets on this chart are subject to changes.

The buoys are not charted because they are frequently shifted in position.



This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS  
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsdn.noaa.gov/ids/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

12323

74° 20'

15'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

NEW JERSEY

# SEA GIRT TO LITTLE EGG INLET

Mercator Projection  
Scale 1:80,000 at Lat. 39°50'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
Manasquan Inlet		(40°06'N/074°02'W)	4.5	4.2	0.2
Beeverdam Creek		(40°04'N/074°04'W)	0.6	0.4	0.1
Coates Point		(39°57'N/074°07'W)	0.6	0.4	0.1
Seaside Heights		(39°57'N/074°04'W)	4.9	4.5	0.2
Island Beach, Sedge Islands		(39°47'N/074°06'W)	0.5	0.4	0.1
Barnegat Inlet		(39°46'N/074°07'W)	2.5	2.3	0.1

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.  
(Nov 2012)

## ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AEPO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO light-house	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ha Ra radar reflector	WHIS whistle
		R Br radiobeacon	Y yellow

## Bottom characteristics:

Bls boulders	Co coral	Gy gray	Oys oysters	so soft
bk broken	G grave	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

## Miscellaneous:

AUTH authorized	Obtn obstruction	PD position doubtful	Subn submerged
ED existence doubtful	PA position approximate	Rep reported	

(Z) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

## HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

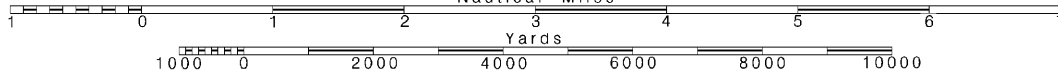
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Joins page 8

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.

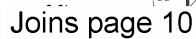


Note: Chart grid lines are aligned with true north.

4



This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:106667. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



12323



7



40°

## Joins page 4

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

ACRO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
B beacon	LT Lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ha Ha' radar reflector	WHIS whistle
		R Br radiobeacon	Y yellow

## Bottom characteristics:

Bls boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G grave	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

## Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.  
 COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
 Demarcation lines are shown thus: — — — — —

## HEIGHTS

Heights in feet above Mean High Water.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

## NOTE B

## Entrances to Inlets

The channels at the entrance to the Inlets on this chart are subject to changes.

The buoys are not charted because they are frequently shifted in position.


## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

## CAUTION

## FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: — — — — —

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

## HURRICANES AND TROPICAL STORMS

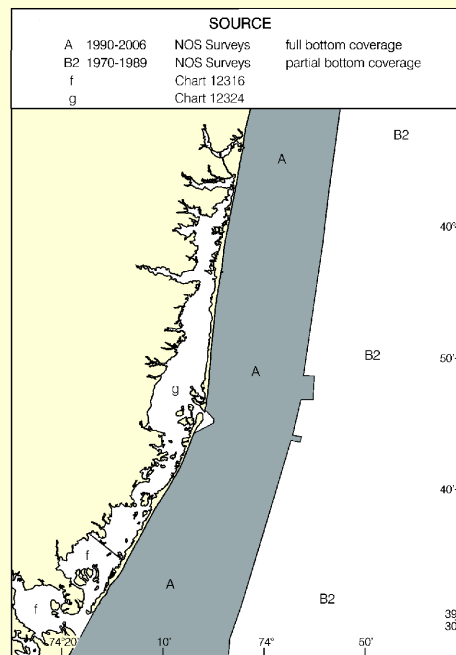
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

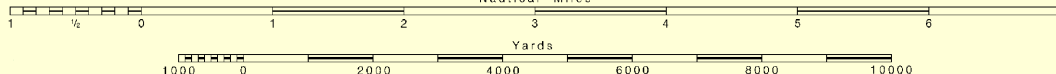
## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



SCALE 1:80,000

Nautical Miles



## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Atlantic City, NJ	KHB-36	162.400 MHz
New York, NY	KWO-35	162.550 MHz

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which

## NOTE 3

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important information.

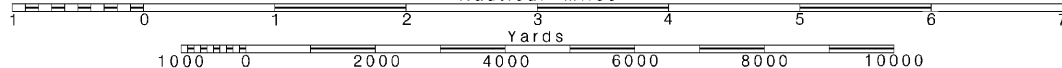
Joins page 12

Printed at reduced scale.

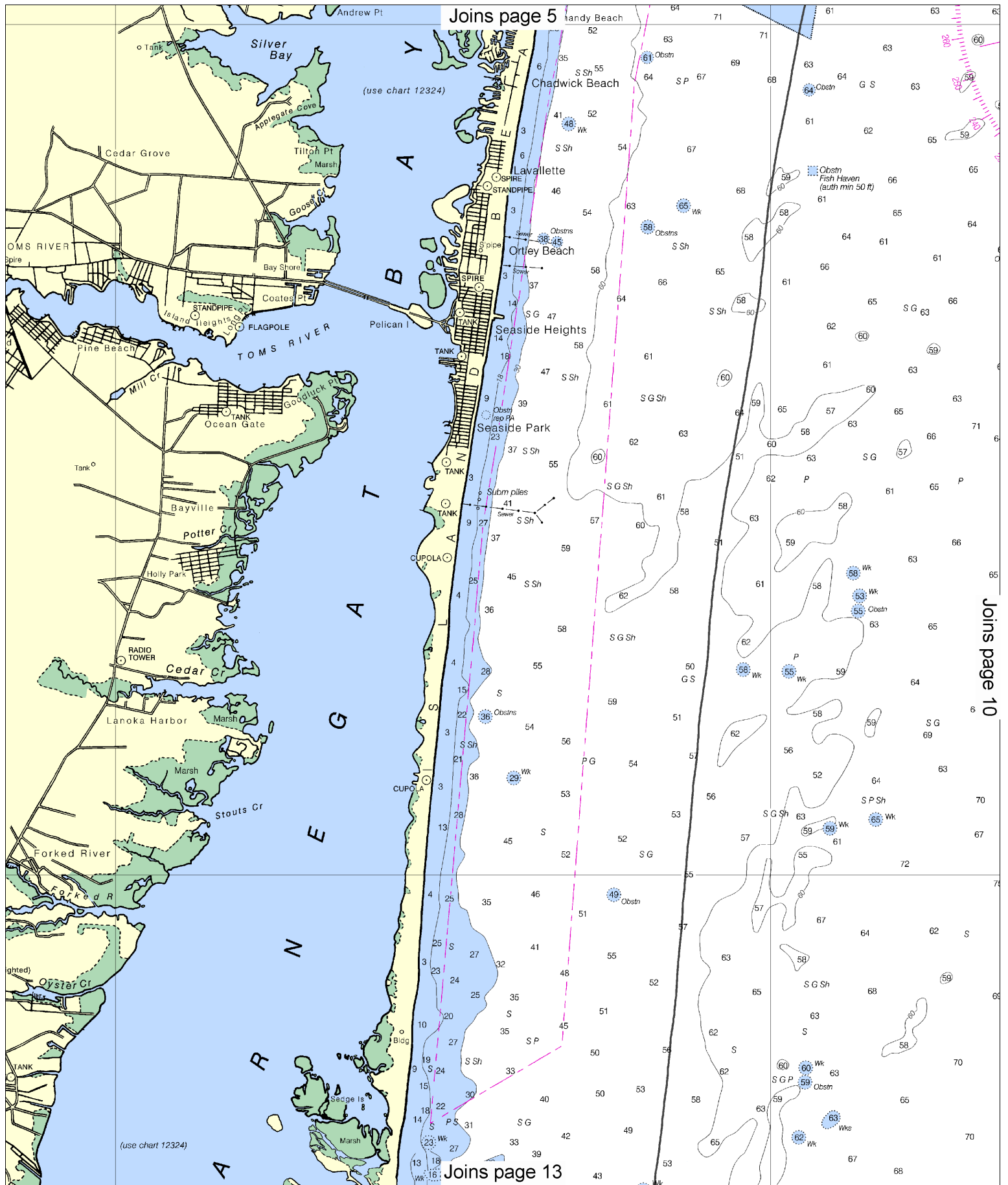
SCALE 1:80,000

Nautical Miles

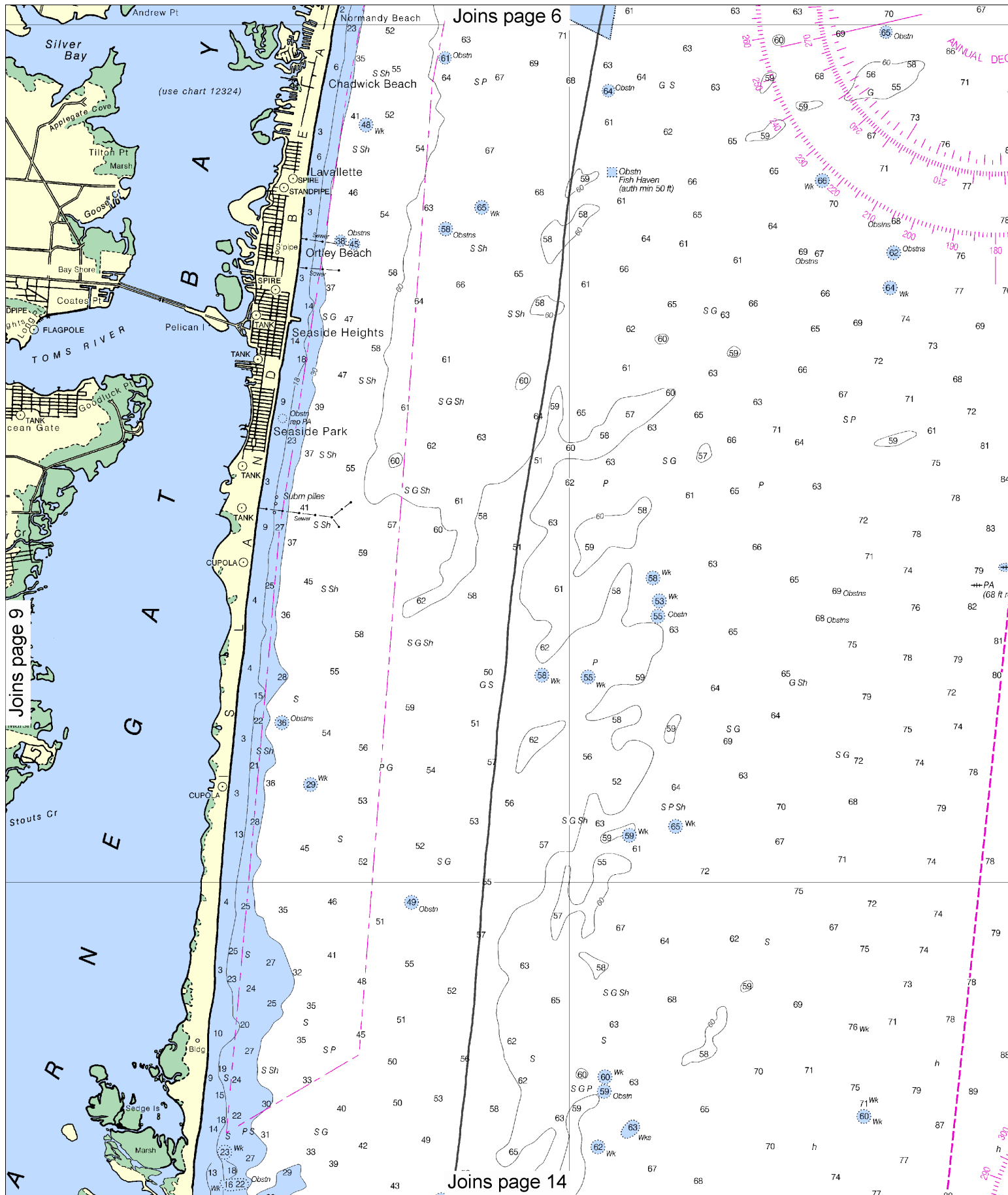
See Note on page 5.







Joins page 10



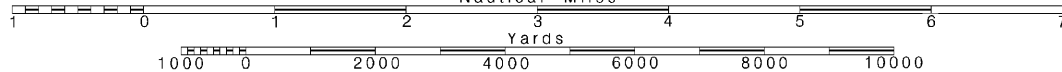
10

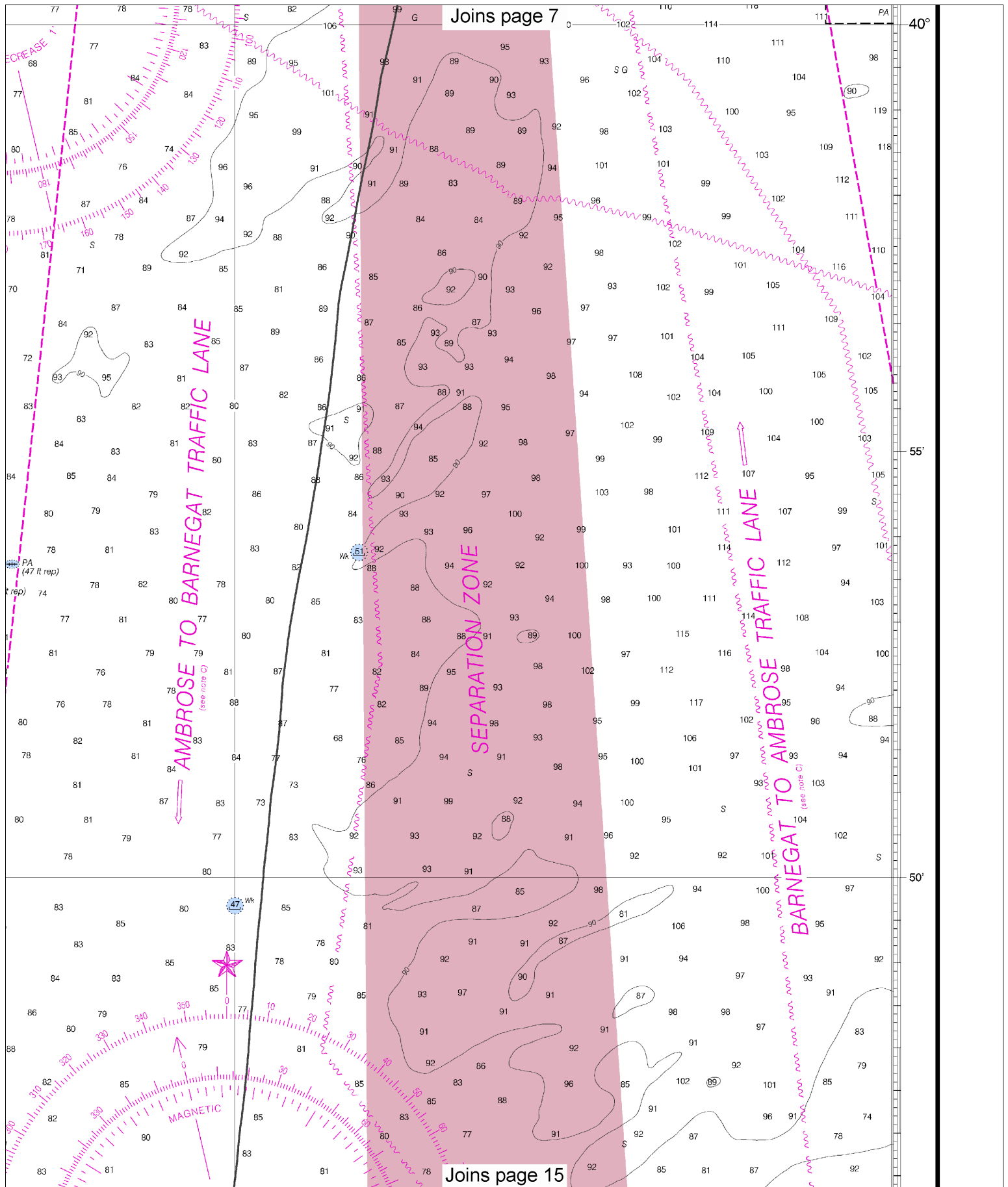
Note: Chart grid lines are aligned with true north.

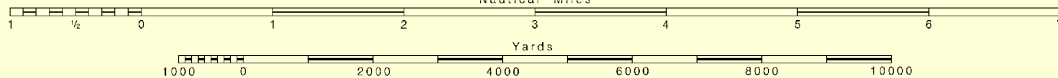
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.







#### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Atlantic City, NJ KHB-36 162.400 MHz  
New York, NY KWO-35 162.550 MHz

#### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.424' northward and 1.500' eastward to agree with this chart.

#### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

#### NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

#### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

#### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

#### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

#### NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

#### NOTE C

#### TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels travelling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to New York Harbor but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution.

#### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Philadelphia, Pennsylvania. Refer to charted regulation section numbers.

#### NOTE D

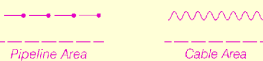
#### DANGER AREA

Vessels are warned against fishing, dragging or anchoring in this area.

#### CAUTION

#### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

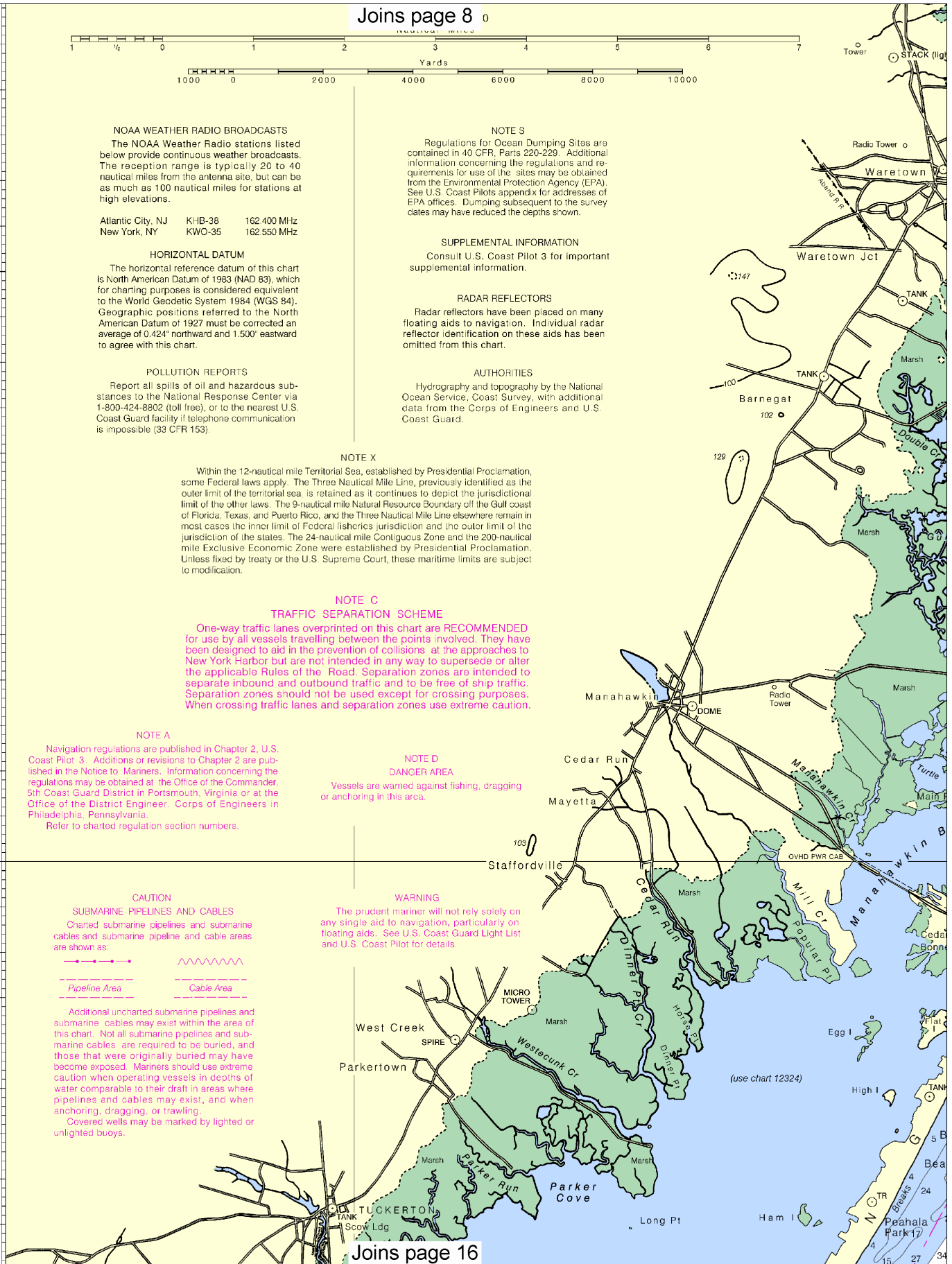


Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

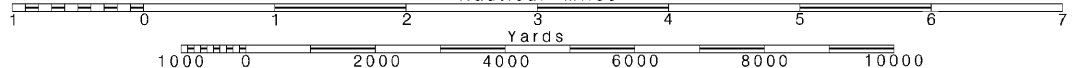
Covered wells may be marked by lighted or unlighted buoys.

#### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



Joins page 16











Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

[illegible]

12323

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## SOUNDING

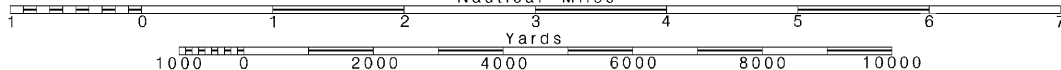
16

Note: Chart grid lines are aligned with true north.

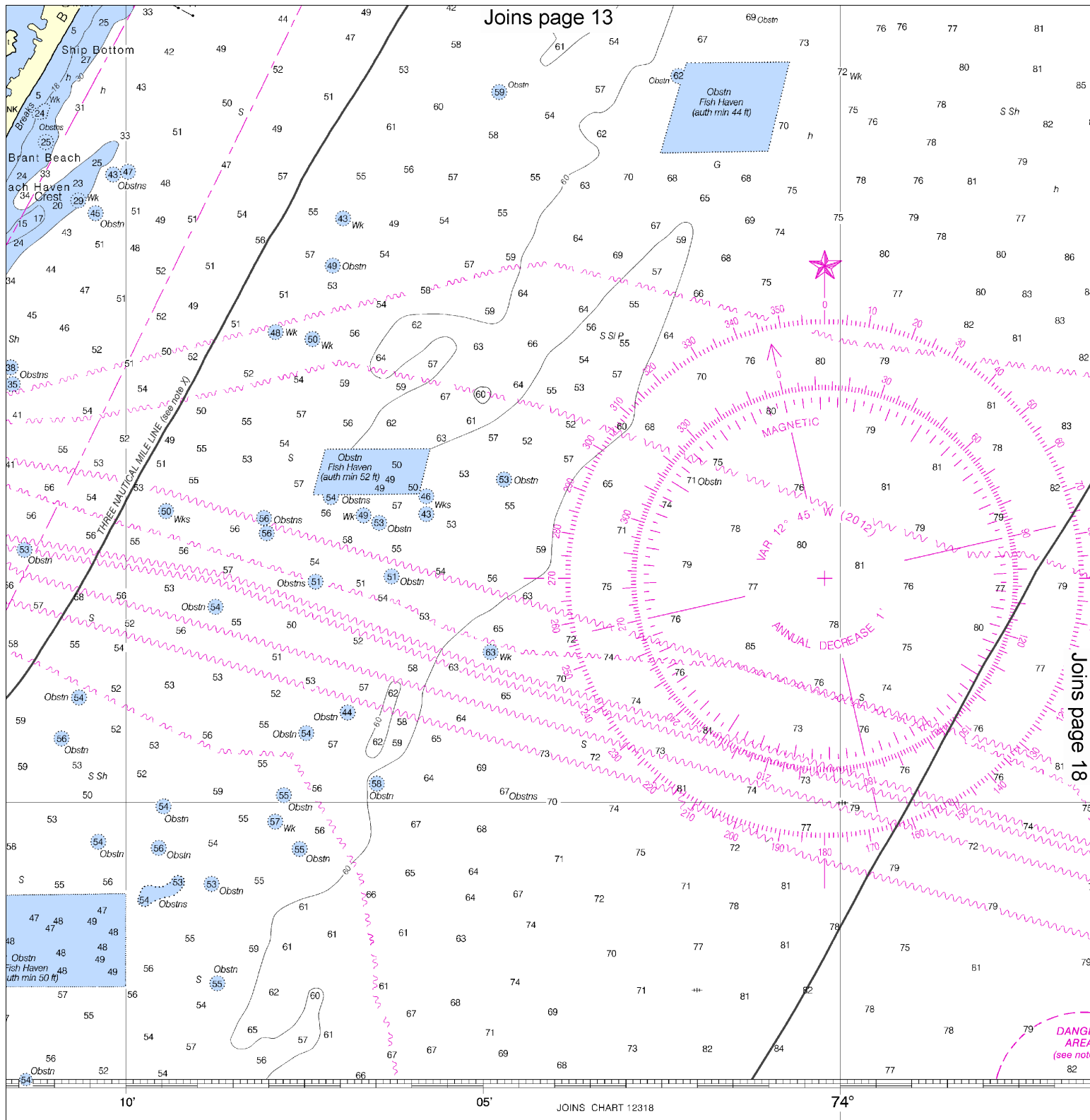
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.

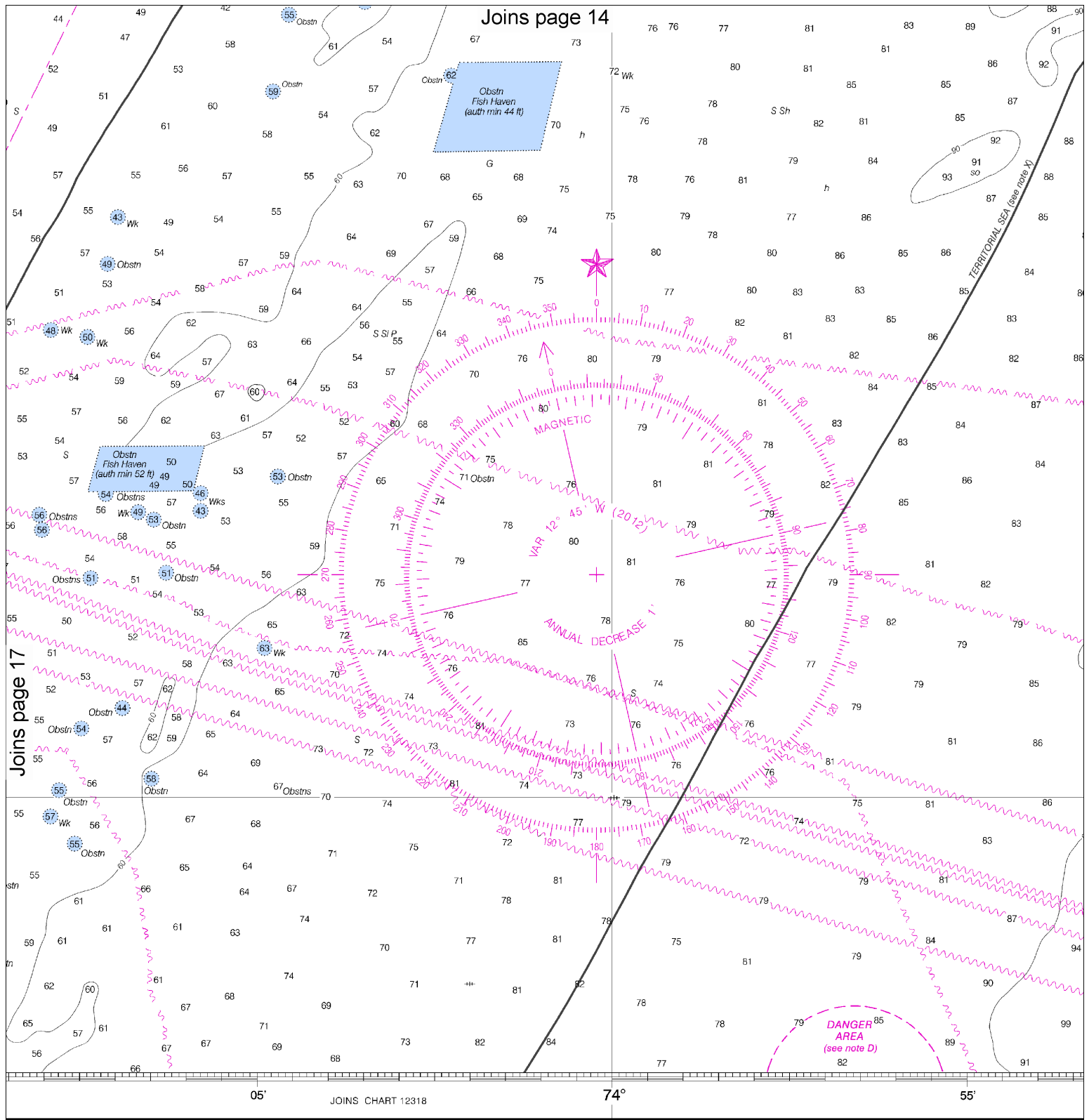






GS IN FEET

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



Joins page 17

Joins page 14

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6

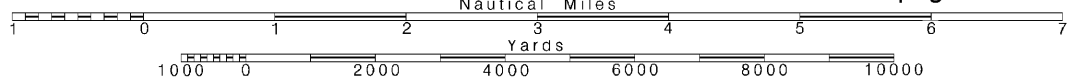
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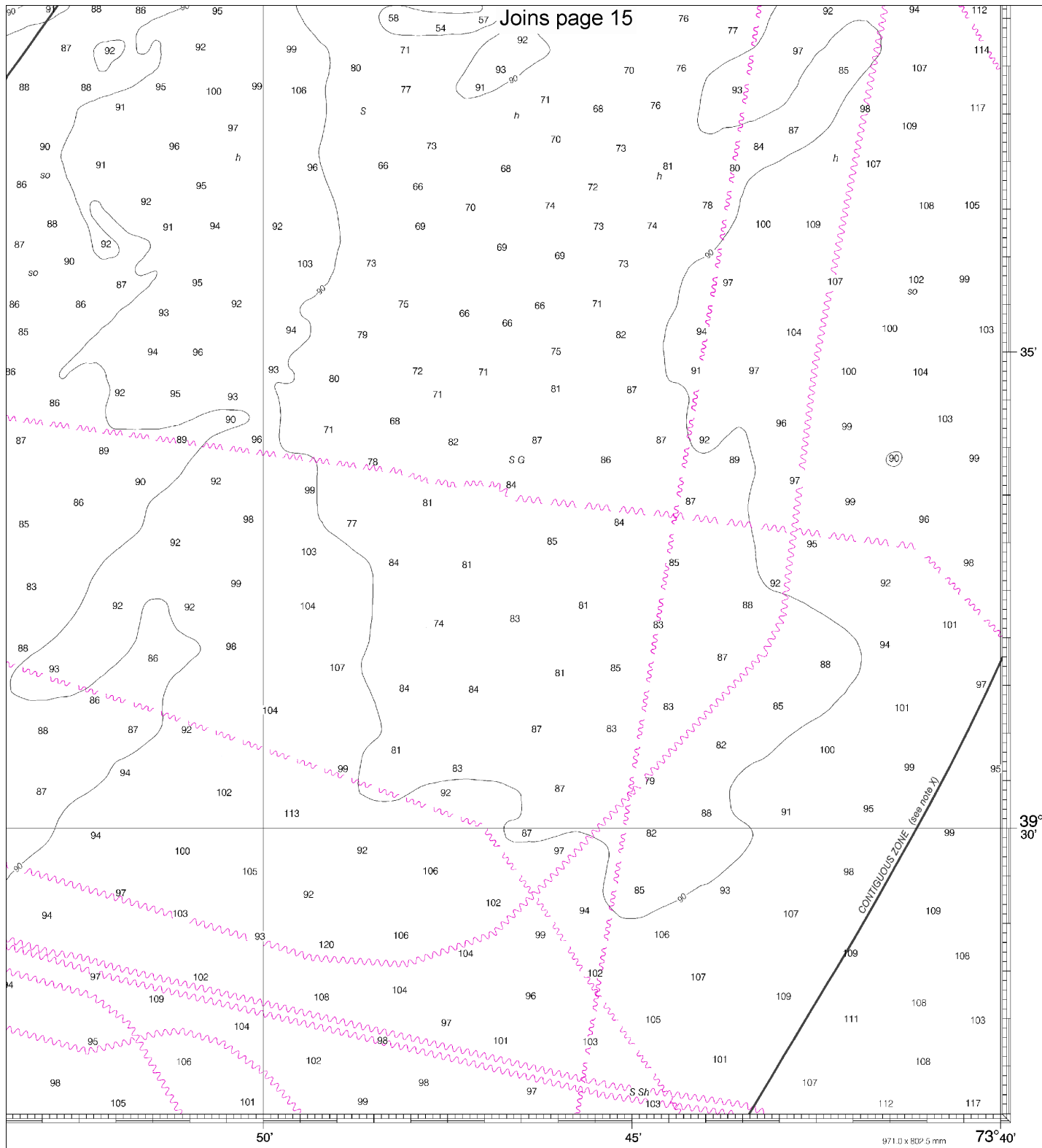
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.





ED. NO. 26

NSN 7642014010345  
NSA REFERENCE NO. 12BC012323

12323



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

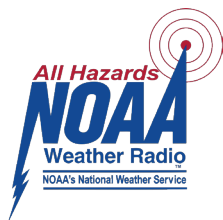
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

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NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
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NOAA's Office of Coast Survey



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